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JOHN COTTON'S  
SMOKING  
MIXTURE  
NOS. 1 & 2  
\$1. per 4 oz. tin  
LANE, CRAWFORD & CO.

# The China Mail.

ESTABLISHED 1846

July 22, 1919, Temperature 80°

Rainfall 0.00 inch.

Humidity 82%

July 22, 1918, Temperature 81°

No. 17,521,

己亥年七月廿二號

HONGKONG, TUESDAY, JULY 22, 1919.

日月廿二號己亥年七月初一號

PRICE \$3.00 Per Month

## BUSINESS NOTICES

**W. S. BAILEY & CO., LTD.**  
ENGINEERS and SHIPBUILDERS,  
KOWLOON BAY.

Steam and Motor Vessels,  
Steel Building Work of every Description,  
Castings, Forgings, Repairs and Supplies

**DRAGON MOTOR CAR CO.**  
SOLE DISTRIBUTORS FOR THE FAMOUS  
CHANDLER HUDDON AND STERLING MOTOR CARS  
  
TELEPHONE 482.  
INSPECTION INVITED.  
BEST CARS IN THE COLONY FOR HIRE.

THE BEST PREVENTATIVE OF  
INFECTIOUS AND CONTAGIOUS DISEASES  
IS  
**WATSON'S HYGIENOL**  
A HIGHLY CONCENTRATED AND PERFECTLY SAFE  
DISINFECTANT.  
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**A. S. WATSON & CO., LTD.**,  
TELEPHONE No. 16.

**SALE**  
NOW ON  
**RAIN COATS**  
FROM \$6.75

**BROWN WATERPROOF BOOTS**  
SPECIAL SALE \$13.50

**UMBRELLAS**  
at 20% discount.

**YEE SANG FAT CO.**  
LADIES' AND GENT.'S WEAR.  
Telephone 1355.

**Diss Bros.**  
TAILORS  
ALEXANDRA BUILDING, HONGKONG. TEL. NO. 2842.

**DONNELLY & WHYTE.**  
WINE MERCHANTS.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### VIEWS AND NEWS OF HAVAS.

PARIS, July 16.  
M. Clemenceau stated to the Deputies that the three years military service term could now be regarded as obsolete. Very soon it should be possible to revert to the two years service. The colonial army will play a big role in the military future of the nation.

Thousands waited to cheer Marshal Foch arriving at Victoria station, London, to take part in the procession on July 19.

PARIS, July 18.

The committee of the peace conference, which had under consideration Italy's claims to the Austrian concession at Tientsin has reported for their rejection. America refused to sanction the cession of Chinese territory, supported by England and France. Mr. Wellington Koo for the Chinese delegation opposed the granting of the concession to Italy.

A protest against the strike movement and all political strikes has been issued by the general agricultural confederation, which enjoins the government to do its duty in assuring liberty of action to all who desire to work.

Large orders have been placed in America by the French government for provisions of prime necessity to be put on sale in Paris.

Baron Bruner the head of the German delegation at Versailles is said to be accredited by the German government as charge d'affaires in France.

A decree has been signed calling into being a French economic council to coordinate and survey all measures against the high cost of living. The council will confer with municipalities, agricultural groups, commercial and industrial organisations, and co-operative societies.

### STEAMER ASHORE.

ADEN, July 14.  
The British steamer *Warwoman* bound from Batavia to Falmouth is ashore six miles southwest of Ras el-Hanun and asking for assistance. The natives are gathering round the ship and swimming off to her. The crew are still aboard.

### NACROLOGY.

LONDON, July 19.  
Sir Percy Sanderson, K.C.M.G., who was Consul-general at New York till 1907, has died at the age of 77.

Major General G. A. Prendergast, Indian Army retired, has died at the age of 76.

### FRATEL.

LONDON, July 19.  
Fratel's conduct while British medical officer at Bagtsche is under judicial investigation. Captain Eastwood, prosecuting, suggested that the accused thought the British were beaten and wished to ingratiate himself with the Turks. The case was adjourned till August 6.

### FLIGHTY RAJAH.

LONDON, July 19.  
The maharajah of Kashmir aeroplane from London to Paris.

### BRAVE INDIAN LANCER.

LONDON, July 19.  
The King has conferred the Albert medal on trumpeter Mangal Sain of the 2nd Lancers, Indian army, for gallantly rescuing two British soldiers who were drowning at Beirut.

### INDIAN PENSIONS.

LONDON, July 19.  
A meeting of Indians in London has appointed a subcommittee to draft a memorandum to Mr. Montagu with regard to the amelioration of the scale of Indian pensions.

The I.C.s. *Wosong*, bound from Hankow to Swatow on July 3, ran into a lighter being towed near Silver Island Pass. The two craft came together on opposite helm, bow to bow, the collision bulkhead of the *Wosong* being sprung a leak caused in her bows which necessitated her putting in for repair.

### CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic-Buster Remedy in the house? Don't take such risks! A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and druggists.

## EARLIER TELEGRAM.

(Reuter's Service to the China Mail.)

### PARIS PEACE PARADE.

### A GREAT DAY.

PARIS, July 14th.

Huge crowds, some of whom had congregated since last night, assembled to witness the great Victory Parade in glorious weather.

The magnificently decorated route was protected by triple rows of soldiers.

The chains which barred the *arc de Triomphe* since the Prussian victory of 1870 were removed.

A cincture erected in honour of France's dead, near the Presidential Tribune, with four gilded figures of "Victory", at the foot, made up an impressive feature of the pageant.

M. Clemenceau reached the stand at 7.45 a.m. and received a tremendous ovation. Guns immediately began the salutes.

President Poincaré arrived at 8.15 a.m. and deposited a wreath at the foot of the cenotaph. Marshal Foch and M. Clemenceau did likewise.

The procession was preceded by a detachment of 1,000 mutilated soldiers, some on stretchers—a very touching spectacle.

At 8.45 a.m. a French officer and two police, leading the procession, passed through the arch.

A band followed, preceding Marshal Foch and Marshal Joffre, riding side by side, accompanied by a glittering Staff.

They received an overwhelming reception.

Then General Pershing led the Americans with their Regimental flags.

The Belgians came next, and then the marines leading a British detachment, and marching with wonderful precision.

At the head of the representatives of the British Army was Field-Marshal Sir Douglas Haig, followed by two colour-bearers. After him came the Guards with their famous band, and then the battle-colours, of which there may have been several hundreds, of all the regiments.

It was a splendid sight, for each was accompanied by a colour party.

The King, accompanied by their skin-flute pipers, who passed next, immensely interested the spectators.

A detachment of officers and men from all regiments brought up the British rear.

General Diaz led the Italians, after whom came a small group of Japanese officers, the Greeks, Poles, Portuguese, Romanians, Serbs, Siamese and the Czech-Slovaks in the order named. All were tremendously cheered.

Then Marshal Pétain, on a white horse, followed through the arch, heading the representatives of the French Army Corps, followed by Generals Castelnau and Berthelot.

Line after line of bronzed *pavés* swung past, followed by African Colonial troops, a naval detachment, famous artillery sections, French tanks and motor machine-guns.

Four military aeroplanes hovered over the *arc de Triomphe* throughout the passage of the procession.

### IRISH POLICY.

### MORE WAIT AND SEE.

LONDON, July 14th.

In the House of Commons, at question-time, Mr. Bonar Law stated that he could not say when the Government's 1919 policy would be announced. The Government did not wish to postpone any part of its policy, but it did not wish to attempt anything without some chance of success. (Cheers.)

LONDON, July 14th.

Sir Edward Carson's speech, yesterday, has unfavourably impressed the Unionists, who deplore disturbing utterances at the present juncture.

Sir E. Carson's followers declare that the speech was really directed against the Sinn Feiners.

### ARMENIAN MASSACRE.

LONDON, July 14th.

Details of the horrible massacres of Armenians in the Province of Karabagh, on June 4th, by the Tartars show that they were ordered by Sultanoff, the Governor of Karabagh.

The town of Chouchi was attacked,

the fortifications captured, and the Armenians were pitilessly massacred.

The movement spread throughout the country.

The Kurds massacred at Khaipali, Cargajan and Pashluk. In other districts, the Kurds burnt, pillaged and destroyed everything, carrying off the women-folk.

The total death exceeded 200.

It is reported that the Allied Commander in the Caucasus has arrested Sultanoff.

### INTERNATIONAL ECONOMICS.

LONDON, July 14th.

In the House of Commons, Mr. Bonar Law stated that the Supreme Economic Council still existed. It was considered desirable to continue some form of international economic co-operation, but precise measures had not yet been decided.

### A QUICK MAIL.

LONDON, July 14th.

The *R. 35* brought a batch of American newspapers, which were delivered in London in three days, nine hours, as compared with eleven days by the ordinary service.

### U.S. SHIPBUILDING.

Wilmington, July 14th.

The Shipping Board announces that 118 vessels, 1,784,583 gross weight tonnage, were completed during June. This is double the amount delivered in June, 1918.

### SILVER.

LONDON, July 17th.

Bridges is quoted at 64½d. buyers and 64d. sellers. The market is steady.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### COAL CAMOUFLAGE.

### PARLIAMENTARY PROCEEDINGS.

LONDON, July 14th.

The House of Commons was crowded during the debate on the increase in the price of coal.

Sir Auckland Geddes, opening the discussion, emphasised the gravity of the position, and rejected the suggestion

that the increase was based on political considerations. (Cheers.) It was solely based upon the Government's realisation of the very serious position existing in the country in connection with the supply of the main source of power.

Dealing with the causes that led to the serious reduction in the amount of coal available for use, he pointed out that the output of many mines was checked because wagons were not forthcoming as required owing to the slower loading of wagons at the destination, due to shorter railway hours. This showed that less work done in one industry reacted on other industries, and the work of the country was not being done. At present a patriotic doctrine was being preached that if a man did less work, he left more for others, whereas the fact was that if he did less there was less for others to do.

Mr. Geddes emphasised the difficulty of getting steel rails, machinery and tubs for mines, which was accentuated by the shortening of hours of labour in the steel and other industries.

It was freely alleged that miners, after earning enough money in the course of the week, did not continue to work. This was, probably, true, because the percentage of absentees had risen from under eleven in 1913 to thirteen in May, 1919, although recruiting was reduced.

NATIONAL EFFORT INDISPENSABLE.

His view was that the wide range of the causes of the coal shortage could neither be rectified immediately nor by any individual body. A national effort was indispensable. The pithead price of coal—2s. 4d. per ton—included 2s. 10d. paid as wages. This coal was sold in London at 4s. 6d. per ton.

Sir Auckland pointed out that the increase pre-supposed 1s. 4d. per ton from the export profits, but these were falling very rapidly, and, if they disappeared, the price of coal would immediately rise by a further 1s. 4d. per ton.

EFFECT OF CRIMINAL PROGRAMME.

Some of the effects of the increased price of coal would be an increased price of iron, by 1s. to 2s. per ton; of steel, from 2s. 6d. to 3s. per ton. The price of textiles would rise by 4 per cent.; that of machinery by 12 per cent., and that of chemicals by 10 per cent. This was a very serious matter to the whole nation, because we were losing the national income from exports. For example, steel rails in Great Britain would cost 21s. 10s. per ton; ship-plates, 21s. 9d. per ton; crown bars, 22s. 10d. per ton; and pig-iron 22s. 10d. per ton, while the United States' prices were £10. 2s., £11. 1s. and £12. 2s. respectively.

The key to the whole situation was the output of coal during the coming twelve months.

### ESTIMATING THE YEAR'S OUTPUT.

In estimating the output for the ensuing year, the Government were only reckoning on a ten per cent. reduction in spite of a shorter hours. Reducing by 12½ per cent. the average prices, export bunker coal was estimated at 22s. per ton. The Government expected £61,250,000 from the export of coal. This would leave a deficit of over £46,000,000.

He anticipated that exports would fall off, owing to the very keen American competition, f.o.b. Atlantic ports, £1 per ton, plus the geographical advantages of delivery to some places.

### AMERICAN COMPETITION.

There was also the American oil competition to be considered. The Americans, furthermore, were offering long-term coal contracts, which would be likely to compel similar contracts from the British, thereby reducing their profits.

### A SLOW OUTLOOK.

TUESDAY, JULY 22, 1919

## NOTICES.

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

Hotel Mansions.

Agents for—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
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BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,  
VERMICELLI,  
AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Glutin are the principal components of Flour. Glutin is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

**THE HING WAH PASTE MANUFACTURING CO., LTD.**  
Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Tel. 1238 & 2230.  
Principal Factory: No. 71, North Soooy Road, Shanghai, China; Telephone 3333.  
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.  
Cable Address: "HINGWAH."

**"SKOOKUM"**  
UNIVERSAL DIAGONAL  
CROSS EXPANSION  
PISTON PACKING.

SOLE AGENTS FOR  
HONGKONG AND  
SOUTH CHINA.

GERIN, DREVARD & Co.  
Hotel Mansions.

## HOTELS AND CAFES.

## THE HONGKONG HOTEL CO., LTD.

Operating—  
**THE HONGKONG HOTEL** ..... The leading Hotel in the Far East.  
**THE REPULSE BAY HOTEL** ..... The coming seaside resort of South (opening in the Summer of 1919) China.  
**THE HOTEL MANSIONS** ..... The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.

The Hotel Company having recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering, such as banquets, dances, picnics etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with

Telephone No. 482, Catering Department.

Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

## THE PEAK HOTEL.

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of—  
**Mrs. BLAIR.**

## KING EDWARD HOTEL

CENTRAL LOCATION  
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. Best of Food and Service. Telephone 373. Telegraphic Address: "VICTORIA". J. WITCHELL, Manager.

## PALACE HOTEL

KOWLOON.  
(Two minutes from Star Ferry).  
Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to  
Telephone K. 3. Telegraphic Add: "PALACE". J. H. OXBERRY, Proprietor.

## CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY).  
ICE HOUSE STREET.  
Under American Management. Quiet and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats. Telegraphic Address: "CARLTON". Mrs. F. E. CAMERON.

## BLUE BIRD ICE CREAM PARLOUR AND CONFECTIONERS



TANG-YUK, Dentist, Successor to the late SUN-TUNG.  
14, D'AUGUILL STREETS.  
TERMS VERY MODERATE  
Consultation free.

## FRENCH LESSONS

16, Morrison Hill Road.

## G. P. LAMMERT.

AUCTIONEER, APPRAISER  
AND SURVEYOR.  
Public Auctions

## INTIMATIONS.

G. P. LAMMERT

WITH regard to his previous notice, the Colonial Secretary begs to announce that all men who joined His Majesty's Forces at home or elsewhere, and who are now in Hongkong, should send in their names to him without delay.

COLONIAL SECRETARY'S OFFICE  
Hongkong, July 14, 1919.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE AND A HALF DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY, July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOVER,  
Secretary.  
Hongkong, July 9, 1919.

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of FOUR DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors;  
A. SHELTON HOOVER,  
Secretary to  
the General Managers.  
Hongkong, July 9, 1919.

THE WEST POINT BUILDING CO., LTD.

AN INTERIM DIVIDEND of THREE DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOVER,  
Secretary to  
The Hongkong Land Investment & Agency Co., Ltd.

General Agents for the West Point Building Co., Ltd.,  
Hongkong, July 9, 1919.

NOTICE AND CAUTION.

KOWLOON INLAND LOT 176.

THE Deeds and Documents relating to the above Property having been stolen in China from the possession of the Owner, the Public is hereby cautioned not to enter into any negotiations regarding the same, without reference to the undersigned.

Dated the 17th day of July, 1919.

LEO D'ALMADA & CASTRO,  
Solicitor for the Owner.

NOTICE.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 8 A.M. and 3 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register them selves under the REGISTRATION OF PERSONS ORDINANCE 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$20.

MUMEYA,  
Japanese Photographers.  
All kinds of Photographic Work done in latest styles also Passport Photo.

Developing and Printing for Amateurs a Specialty.  
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## INTIMATIONS

## METEOR GARAGE



Sole Distributors of  
MAXWELL CARS.

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and for Sale  
at reasonable Prices.

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Central.

The Natural Milk Food for Infants,  
Invalids and Nursing Mothers.  
We have just received a large consignment

of "Nestle's"  
Australian Milk

Food for Infants and Invalids.

For further information apply to  
SHIU FUNG TAI & CO.,

Agents for Hongkong and South China.  
Nos. 6 & 8, Connaught Road, Central, Hongkong.  
Telephone Nos. 125 & 220.

DAIRY FARM NEWS.

SHIU FUNG TAI & CO.,

Agents for Hongkong and South China.

No. 6 & 8, Connaught Road, Central, Hongkong.

Telephone Nos. 125 & 220.

DAIRY FARM NEWS.

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A New Shipment direct from  
Scotland.

65 cents per lb.

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Commemorate

## PEACE

at 50 cents per set of 4.

GRACA & CO.,

No. 19, Wyndham Street,

P. O. Box 620.

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JAPANESE MAKERS:

Every kind of Footwear

## MADE

TO ORDER

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel

No. 491.

Hongkong, March 20, 1919.

NOTICE.

CHURCH SHARE-OUT.

WHITE DEVIL AND WOMAN SEY.

The Bishop of Exeter (Lord William Gaseyne-Cecil) in his visitation charge recently said he should like Church funds of the diocese to be regarded as belonging to the diocese and not to individual parishes—including the incomes of the cathedral body and of the bishop.

Out of the fund the incomes

should from time to time be redi-

tributed according to the needs of the

diocese.

The incomes of the canons

might be transferred to the arch-

deaconies, for he was convinced

that endowed archdeaconries would

contribute far more to the efficiency

of a diocese than any increase in the

episcopate.

The members of the cathedral

chapter adorned the Church from

their own intrinsic merit, but he

could not truthfully say their office

was in any way indispensable to the

Church.

The income of the dean might be used to provide a stipend

for the suffragan bishop.

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## PUBLIC AUCTIONS



## PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. NAVAL STORES OFFICER, to sell by Public Auction.

THURSDAY,  
July 24, 1919, commencing at 10 a.m.,  
at H. M. NAVAL YARD, Hongkong.  
A quantity of Old Metals, &c.,

comprising:-

Bronze Boring, uncleaned;  
Brass Tubes, Scrap Brass, &c.;  
Old Copper Sheathing, &c.; Old Lead;

Manganese Bronze and Gun Metal;  
Zinc Slabs and Ashes;

Old Aluminium, White Metal, &c., &c.

Terms of Sale:-As detailed on Catalogue.

HUGHES & HOUGH,  
By Appointment Auctioneers  
to the Admiralty.

Hongkong, July 15, 1919.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,  
July 25, 1919, at 10.30 a.m.,  
at their Sales Rooms, No. 8, Des  
Voeux Road, Corner of  
Ice House Street,

Sundry Household Furniture, &c.  
One Billiard Table by Burroughs &  
Watts with accessories (to be sold without reserve).

Two Pianos (new);  
One Rick-ha (very good condition);  
Two Sewing Machines, Ladies saddle,  
Typewriters, Picnic Goods, Wire  
Ropes, &c., &c.

Terms:-Cash,  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, July 21, 1919.

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in London and in the Provincial Towns  
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arranged under the Ports to which they  
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Blackwood Furniture Store.  
All classes of Furniture made to order  
and packed for shipment. Gold and  
Silver Ware, Jade Stone, Chinese  
Curios and Embroideries.

INSPECTION COMMONLY INVITED.  
No. 10 & 12, Pedder Street,  
(Opposite the Astorion HOTEL),  
HONG KONG.

## WANT ADVERTISEMENTS

35 WORDS INSERTIONS,  
61. PREPAID.  
Every additional 6 words 4 Cents.

## WANTED.

WANTED.—ASSISTANT SECRETARY for the Marine Engineers Guild of China to be resident at Hongkong. Salary \$350 per month for a probationary period of six months after which an agreement will be given. Apply to:—The Secretary, Marine Engineers Guild of China, 17, Nanking Road, Shanghai.

## TO LET.

TO LET.—No. 102 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PERCY SMITH, SIXTY & FLEMING.

## TO LET.

Furnished for 12 months No. 87 The Peak (No. 1 Stewart Terrace) containing 3 Bedrooms and bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room and usual offices and Servants quarters, also large garden. Possession 15th July.

HUMPHREYS' ESTATE & FINANCE CO., LTD.  
Alexandra Buildings,  
Hongkong, July 3, 1919.

## LOOK!

46 Splendid Photographs  
of the Peace Celebrations.

Day and Night Pictures.

The winning and other  
Motor Cars Photographed.

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More good news from  
WISEMAN.

After a lapse of 3 years, we are now getting regular supplies of the very strongest and best quality flour that Australia produces and we are turning out the most nutritious and delicious Bread the Colony has ever known.

Don't take our word. Write for a sample and try it.

## EAT WISEMAN'S BREAD.

## MADAME FLINT

DRESSMAKING & MILLINERY  
ESTABLISHMENT

At the beginning of July will  
OPEN A NEW BRANCH of her  
DRESSMAKING & MILLINERY  
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AT THE

Corner of Queen's Road Central  
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(THE VICTORIA PHARMACY)

Madame Flint desires to announce to her Customers that Mlle. Flint is at present in Paris and is forwarding the latest Parisian Styles by every mail.

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LADIES AND GENTLEMEN,  
Please notice The BREEZY Garage is giving Special quotations with the latest and most modern CARS ON HIRE for the coming Season.

CHANDLER 7 passengers \$8.00 per Hour.

HUDSON SUPER SIX 7 " " 7.00 "

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Wise patrons never go wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

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Drink less patent medicine  
and take more motoring.

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TELEPHONE 307 OR 1557.

Write or Call,  
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THE CHRONOMETER AND WATCH MAKER

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8, Ice House Street, HONGKONG.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

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165, Des Voeux Road, HONGKONG.



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中華德記公司  
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MITSUI BUREAU KAISHA

## WORRIED WINSTON.

Mr. Winston Churchill, British Secretary of State for War, according to a pretty little story told by the *Morning Post*, was desirous of purchasing some hay for use at his country residence. A neighbouring farmer was willing to supply it, but pointed out that the purchase could only be effected through the Divisional Purchasing Officer. Thus Mr. Churchill discovered that he was forced to pay £1 10s. a ton more for the hay than the farmer was willing to accept privately. Fuming with indignation, Mr. Churchill wrote to the President of the Board of Agriculture, confessing that he was a child in these matters, but extremely curious as to the official necessity for an order having such a disastrous result on the price of hay. The letter drew from the urbane Lord Ernle (Mr. Prothero that was) a reply to the effect that Mr. Churchill's curiosity was shared by the Board of Agriculture. The order in question was made by the Secretary of State for War and Lord Ernle suggested that inquiries at the War Office might lead to a solution of the matter! The correspondence then ceased.

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New and Comfortable Cars  
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PORTLAND CEMENT.

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DEVELOPING & PRINTING A SPECIALITY.  
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## Quality.

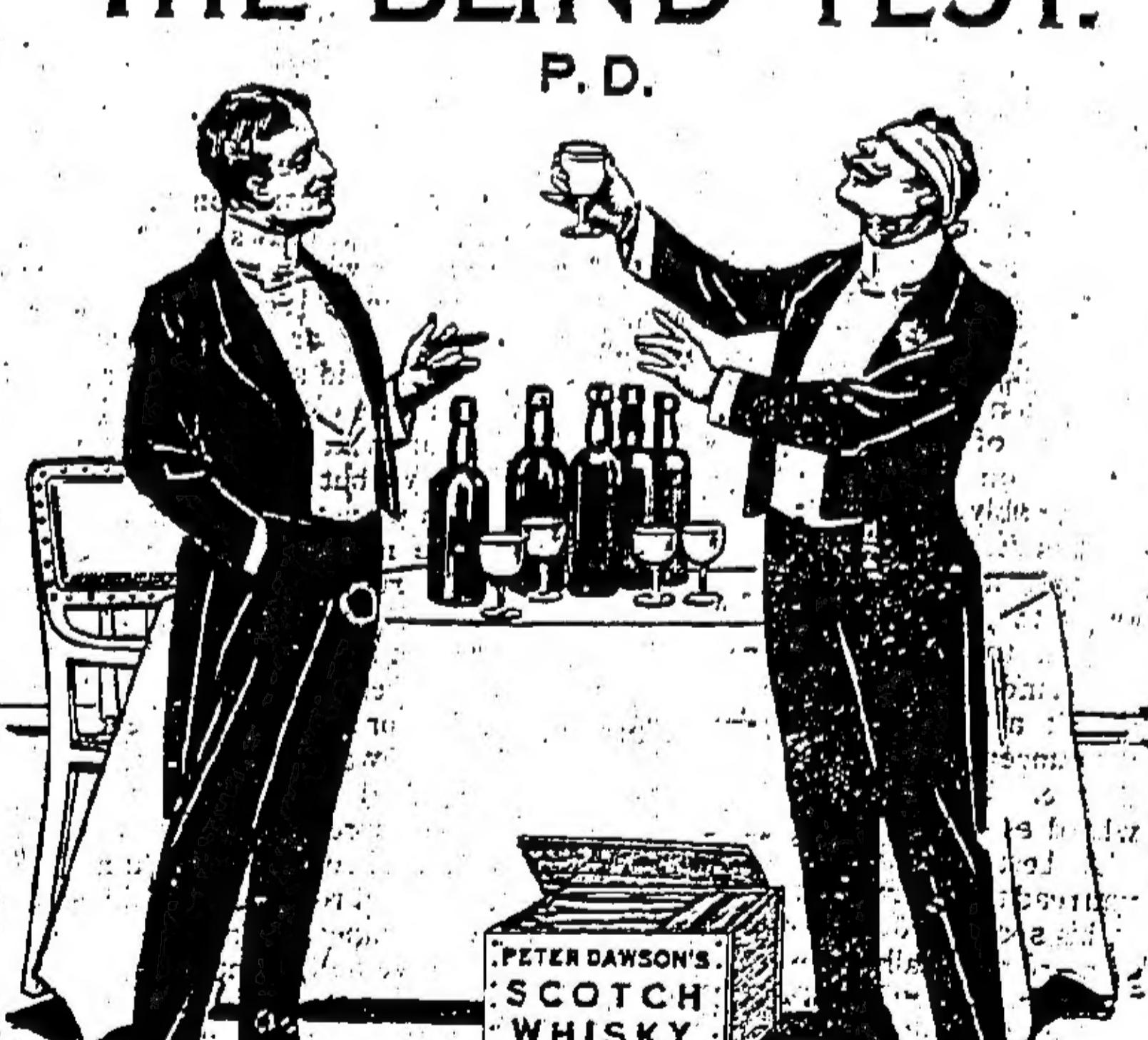
With LEA & PERRINS' SAUCE,  
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The QUALITY and concentration of its  
ingredients make a little of this sauce go  
a long way.

*Lea & Perrins*  
The Original and Genuine  
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IDEAL CHOICE :

OBtainable everywhere.  
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1	1919-10-22	Adjoining land to old Kennedy's house	per	per	per	per

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NEW STOCKS

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LADIES'  
WHITE SHOES

IN

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Suede, & Kid, etc.

IN

All Sizes.

## DEATH.

MCGREGOR.—At the Peak Hospital, on the 21st instant, Alexander McGregor, chief engineer, aged 47. The funeral will pass the Monument at 6 o'clock this evening.

## BIRTH.

FRASER.—On July 14, 1919, to Mr. and Mrs. W. D. Fraser, Hongkong (Chinese Maritime Customs Service), a daughter.

The China Mail.  
TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, JULY 22, 1919.

## THE COAL BLUFF.

So the House of Commons was crowded for the coal debate. It was sure to be. The vested interests are alarmed at the signs of the times. They will soon be asking the traitor Carson for the loan of his Ulster Volunteers, and going down gallantly like the German navy at Scapa Flow. Sir Auckland Geddes rejected the suggestion "that the announced increase of six shillings a ton was based on political considerations. Presumably this means that he said it wasn't. It is possible that he believes it wasn't, so we mustn't refer to Anas. Let us refer instead to Robinson Crusoe. If Sir Auckland Geddes believes there wasn't a political trick behind that announcement, he's as lone as Crusoe. He's about the only man who does or can believe it.

At best he is not well informed. If you read the telegraphic condensation of his speech, you'll see that he tried to score politically against one set of workers. He attributes the decreased output at some mines to a shortage of wagons, "due to slower unloading owing to shorter railway hours." You see? No political consideration there—only a slap at the "lazy" railway workers. He could have libelled two birds with one speech if he had added, which is quite true, that the miners have been working less hard than they were, and taking more leisure.

What the Gang, the Ruling Class, have not discovered is that in demanding higher pay the workers were not actuated by greed for money. Vested interests cannot understand that, because profit is their one dominating idea. Few realize how hard the manual labourers worked during the war. Now they are keen on leisure, and have learned

that it is possible and that they have a right to it and a need for it. If all the profits of all the mines were divided amongst the miners, the output would not be increased, much as the political economists wish it. These men are out for an easier life. It is not for people whose "work" is clean and safe to blame them. It is for everybody talking or writing about this subject to realize that no amount of figures, or arguments, or moralizing, will alter that fact—that the workers are going to take things easier. All must do their figuring with that factor realized, or they waste their time.

As for the shortage of wagons, one central control of our railway system would have remedied that. It was proposed, and the vested interests, the parliamentary Gang included, rallied to oppose it as they are now fighting against nationalization of mines.

With regard to the figures, the estimates, the lbs and tons of the coal trade, with which the Gang so glibly plays, we are not going to bother considering them. That sort of kindergarten logic has lost its power to hypnotize the public, and the Gang will find out.

We are rather surprised that Geddes had the cheek to include the factor of American competition in oil fuel, for that draws attention to a matter about which we have a short article on page 5 [See "Whose oil?"] Lord Cowdray or his firm should certainly be paid something for their services in the oil prospecting job at Home; for which the Gang put up the money; but why propose a fat royalty in perpetuity for people who have done nothing? The reason is that the ruling class regards the country purely as its own milk cow, and is loyal always to its breed, even when of different Parties. The point about gold or silver being reserved by the State is worth remembering. In England coal is, and oil probably will be, more precious than all its gold. Oil royalties should not be started. Coal royalties should stop, without compensation, because the owners have had far more than their due long ago.

Half of the Gang, "representing all parties," says Reuter, as if in such a matter there was ever more than one Party, the vested interest party, have memorialized Lloyd George against the nationalization of the mines. Before 1930, it is a fairly safe prophecy, mines, railways, and land will be nationalized. If nationalization necessarily meant administration by the Gang (as the messed-up Shipping Control was) we would be against it. But it doesn't. They will (in 1930 or before) take the experts, the men who savvy the job, and pay them wages. If a Duke, an owner of mines, is such a scoundrel as some of the Gang's papers have been saying he is, they will employ him to "carry on." They

are a gentleman called Rodier in Melbourne, who is willing to bet £500 that his method of exterminating rats is the best possible. He has sent us some literature which we have read carefully because the rat infestation is serious here. Mr. Rodier contends that man himself has increased the pest by indiscriminate killing. He reasons this way. The

may even conscript him. The stoppage of the royalty squeeze, and of profiteering, will pay for all. But listen to Geddes, who is absolutely innocent, mind you, of political considerations. "This is no time for any section of the community to think its interests are separate from the interests of the whole." (Loud cheers.) Of course there were loud cheers, for he was talking at the over-worked miners and not at the Dukes. He was talking at those whose only sure estate is joy of living, and not at vested interests. Rather than see the old system maintained, rather than see the few "enjoying luxury at the expense of over-work and drab lives for the many, many people would see the trade of the country "go west." The State in bankruptcy, and a new start made. These we call Bolsheviks. It is to be feared they are numerous. They will not become dangerous if by labour and the bourgeoisie the Gang can be ousted and vested interests made to play the game.

We observe in another telegram that W. C. Bridgeman told the House of Commons that the average pit-head price of coal in England is 2s 4d and in the United States 1ls 2d. This may be true. If it is, we would like to know the reason for it, because it isn't that the English miner gets better pay. So far as conditions, hours, safety, comfort, etc., go, the American miner is much better off.

So far as nationalization goes, we do not quarrel with the old argument that free competition is better for the consumer. It is true. But it is also true that there isn't competition now. They are all in a gang together, a gigantic, undocumented combination against worker and consumer. And that's how you are diddled.

## ONE MAN RULE.

Sir Reginald Stubbs, unless he has altered, is not the sort of man to give way on a point like that now raised, about the Executive Council usurping the legislative function. Local newspaper articles will not help. Speeches in Council will not soften Pharaoh's heart. Mr. Alabast just do something drastic. A letter addressed to every member of the House of Commons might start something. The position is quite simple, the principle at stake plain. The local practice is to pass an elastic ordinance the full effect of which is never realized until the Executive Council (which with a "strong" governor means His Excellency) starts to stretch it. The regulations or by-laws made "by virtue of an ordinance" can sometimes surprise the parents of that ordinance, and under the system which we now want to alter, they are arbitrary and secretly decided. We have no warning and no voice, except the complaining voice that comes too late. "Objects and reasons" can be wonderfully vague explanations that don't explain. There's one in the last Government Gazette which gives the Governor power to prevent people residing in a certain area. We wondered why, and turned to "objects and reasons," for everybody talking or writing about this subject to realize that no amount of figures, or arguments, or moralizing, will alter that fact—that the workers are going to take things easier. All must do their figuring with that factor realized, or they waste their time.

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## RATS!

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male rat is the adventurous one. "Not having family cares to attend to he travels about more than the females do, and is thus more liable to capture. The excess of females causes polygamy, which means more prolific females, and an excess of females in the litters, and thus the evil and its cause is continued. By releasing all captured male rats, and killing all females, polygamy will be substituted for polygamy, and polyandrous animals are less prolific and produce more males than females. When this is done the males will persecute the females and stop them from breeding. They will also kill the young that are born. When all the females are gone, the race must die out. Mr. Rodier claims to have proved this in the case of the Australian rabbit. His method is to cut off the tails of male rats caught, and then release them. He is quite the literary man, and closes his argument with this little poem:

For boards of health and councils may come,  
And boards of health and councils may go.

But the rat (under present methods of destruction) goes on for ever.  
With apologies to Tennyson.

The apologies were not uncalled for.

## BRUSSELS.

One by one the war time ties are exposed, but who remembers them now? Who remembers the stories of Brussels undermined and damaged and sad? A brother of a member of the *China Mail* staff who was in the *A. S. Watson* battle of August 8 was moved about Flanders after the armistice. He got eventually to Brussels and found it much more "gav" than places like Rouen, Havre, Amiens, etc. He hints pretty plainly that it is too gay, and adds "it certainly shows no outward signs of its recent occupation by the Huns."

## A PROTEST.

We protest at the habit these naughty Police Reserve officers are getting, of running away to Japan when we scold them. Now they tell us that Mr. Franks went off just before our article appeared. We will save a copy for him for when he gets back.

## LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6 15/16d.

Fifty-one per cent. of the two million American soldiers sent to France were conveyed in British ships, their passage costing £14,000,000.

Some of the girls attending the St. Mary's School, Kowloon, have subscribed for six mosquito nets to be sent to Siberia for the use of British troops.

The Kwong Kwui Photographers' Association at 60 Queen's Road Central and Mee Cheung both have many photographs of the Peace Celebrations.

The Hongkong Tramway Company's traffic receipts for the week were \$20,205, or \$4,301 more, than last year. The aggregate receipts for 29 weeks were \$424,839, or \$30,569 more than last year.

From August 1914 till the end of 1918, the Japanese shipping receipts from abroad were Y.1,054,057,000 in all, which consisted of Y.243,629,000 in charterage, Y.544,400,000 in freightage, and Y.196,028,000 from ship's sales.

It is reported that the N.Y.K. s.s. "Tsuruga Maru," 6,988 tons, collided with a steamer and sank outside New York Harbour on June 26. She had left New York for Japan, via Colon, on June 25, fully laden with iron materials and general cargo.

Mr. Lloyd George refused many offers of presentation pens. The one he used for signing the Treaty of Peace was a gift from Mr. R. Morris, M.P., for North Battersea, and a personal friend of the Prime Minister.

Mr. Morris was at considerable pains to match the pen which the Premier has ordinarily used—one broad, firm, yet moderately resilient. He succeeded, and the pen, with capacious

millions on the forty-mow of land at Pootung which has been bought by them are now under construction. The company will be called the "Hang Tai Cotton Manufacturing Company."

The Carranzo Government will subsidize a Japanese steamship line, providing trans-Pacific and coastwise travel daily, a daily newspaper in Mexico City announces.

The company will place four ships on each run within a period of eight months, and the ships will fly the Mexican flag, enroute and train officers and seamen for a Mexican merchant marine, carry all mails of the Mexican Government free and will make a discount of 75 per cent. to all Mexican immigrants.

The Osaka Shosen Kaisha has entered into a special agreement with the British India S. N. Company with regard to shipments from the Far East to the East coast of Africa. The shipment from Japan ports to Bombay will be undertaken by the Osaka Shosen Kaisha, while the shipment from Bombay to the East coast of Africa will be attended to by the British India S. N. Company. The freight rates agreed upon between the two companies regarding the shipment from Bombay to East Africa are 45 rupees to Mombasa and Zanzibar, and 62.5 rupees to Mozambique.

## LOCAL AND GENERAL.

The s.s. "Daitoku Maru" brought 1,680 tons of coal from Keelung yesterday.

Ach coolies in Kremer street quarrelled. One is in hospital stabbed. The other is in custody.

A Japanese had three pistols, three revolvers, and 103 cartridges. He was fined \$1,000, or nine months jail.

The s.s. "Hokushin Maru" arrived yesterday with 1,300 tons of coal and 1,628 packages of general cargo for here.

Through the blowing out of the breechblock of a 12-inch gun on the Japanese battleship "Kashima," during manoeuvres, a gun practice in the Bay of Saigai, on June 18, four of the gun crew were seriously hurt.

Conductor A.W.E. Davidson, Supply and Transport Corps, Indian Army, was awarded the Meritorious Service medal in the Birthday Gazette, for valuable services rendered in connection with the war.

Last week's communicable disease was five cases of plague, three of cholera, one of diphtheria, two of enteric, one of paratyphoid, and three of C.S. fever. One more case of cerebro-spinal fever has been notified since.

A Chinese, a chair coolie of No. 131 The Peak, was leaning over the veranda to light a lantern when he fell to the ground and received a double fracture. He was removed to the C.C.H., and is considered out of danger.

A collision took place between the O.S.K. s.s. "Tencho Maru" 2,922 tons, from Dairen to Moji and the s.s. "Kirishima Maru" 945 tons, in the Inland Sea on June 24 in a dense fog. Each steamer sustained but slight damage.

H.M.S. "Cadmus" left Tientsin for Weihsien on the night of July 2, carrying Admiral Tudor, who arrived in the evening from Peking, and goes for the summer to the northern headquarters at Weihsien, where other ships have already arrived.

The T.K.K. s.s. "Siberia Maru" left San Francisco on June 19, and arrived here this morning. She brought nearly 1,000 tons of provisions, oil, beer, matches, tin, gold coin, etc., for Hongkong. Her passengers were 47 cabin and 193 deck.

Sergt-Major W. J. Heath, R.G.A., Staff Sergt. H. J. Loder, R.A.M.C., Staff Sergt. G. A. Lyth, R.A.S.C., and Q.M. Sergt. Ovenden, R.E., of the local garrison were awarded Meritorious Service medals in the Birthday Honours Gazette for services in the Colony during the war.

The war record of Ceylon, both in the matter of men and money, is a proud one. As near as can be ascertained Ceylon men who went on service, excluding Sanitary Corps and others recruited for service in Mesopotamia and East Africa, were approximately 1,575; wounded, approximately 355; killed, died of wounds or on service, approximately 320.

The death occurred at the Nursing Home, Shanghai, on July 8, of Mr. G. B. Cramp, late chief engineer of the Indo-China s.s. "Esang." A native of Sunderland, he was 51 years of age and joined the Company in February, 1892, being promoted chief engineer in August 1899. He served in Mesopotamia in the s.s. "Kwongsang," but had to be invalidated back to China from Rangoon.

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On July 5, a fracas occurred on board the s.s. "Rotorua" while lying at Kiukiang discharging salt, the crew of the ship and the salt coolies coming to blows. A sailor was thrown overboard and drowned during the melee and the vessel hoisted the signal "Am attacked, want armed assistance." H.M.S. "Woodcock," which was lying at the port, sent an armed boat's crew to the vessel and order was restored, but owing to the ugly mood of the salt coolies, it was found necessary to keep an armed guard on board until her cargo was discharged.

The Rev. Dowding, late of Kowloon, has turned up in Java. Asked about Hongkong and the *China Mail* he didn't seem to remember much about it. His "urgent" departure for Hong Kong due to domestic affairs (there was no row of any sort, they said) seems to have lost its urgency.

Mr. P. S. Chan, formerly of the Wan Chai Government School, is joining the staff of the Chinese English school at Semarang.

## FOR BRITISH AND FRENCH BLIND SOLDIERS.

## THE FRENCH EXHIBITION OF ARTISTS OF THE WAR.

## CRIBB

## WHOSE OIL?

Is the State going to establish by law its ownership of all the mineral oil that may be discovered in the kingdom; or is petroleum to follow coal into the pockets of private owners?

Lord Cowdray's promising strike near Chesterfield revives the question acutely. Nine months ago the Government intended to pay landowners ninepence a ton in recognition of their ownership of a gift of nature of whose existence they were unconscious. Ninepence for nothing is a considerable dole. But the Government were defeated on the financial resolution to give effect to it. Mr. Long in his present manner "would not make himself responsible for a Bill which did not offer royalties." What land-owner would?

Nine months ago we were still at war and the Coal Commission had not been heard of. Now we have had the evidence of the dukes. Ninepence a ton is a wild flight from any they ever contemplated. Lord Durham's coal royalties average \$1d. Lord Denevors' 43d., and Lord Dartmouth is satisfied—presumably—with sixpence.

In the prospecting contract in which Lord Cowdray placed his geological data and his expert staff at the disposal of the Government, without charge, the question of royalties is not raised. The £100,000 minimum loss accounted for in coal service, the Navy, in April 1915, having previously served as Marshal of the Fleet Court, in addition to his other duties, and was employed constantly in France and Italy from June 1915, until sometime after the Armistice. During this time he was twice invalided home, and disengaging doctors advised, retained on each occasion to active service, refusing more than one offer of an easier post at home or in the United States. During his three years in France, he organized or re-organized four ports, and command of nine altogether, receiving the recommendation of both the British and French officials for his tact and ability. In Italy he was in charge of the Convoy service of three ports, which he managed with such efficiency that he was recommended by the C.B. by the British Commander-in-Chief in the Mediterranean, and for an Italian Order by the Italian Authorities.

But the Hongkong Government's ignoring the war service of their one head of a Department who could claim such service is only the logical climax of a systematic belittling of the Harbour Department of this Colony, which has gone on for many years past and to which this seems a reasonable time to call attention.

In a place which owes its very existence to its Harbour and Shipping it is simply ridiculous that the man in charge of this great port—the greatest in the world—should not have a voice in its governance, and be an *ex-officio* member of both the Executive and Legislative Councils. Yet since 1908, when Sir Matthew Nathan substituted the Chief of Police for the Harbour Master on the Legislative Council, the Harbour Master has had no voice in the law-making of this port. This anomalous state of affairs is as absurd as if in our Island Kingdom maritime affairs had no representative in the Cabinet. Sir Henry May, Colonial Secretary when this change was made, in 1908, was then the Governor, Sir Frascati Lugard, fought the opinion of the Harbour Master, a highly-trained specialist in his Department, and built the new Typhoon shelter at the wrong end of the harbour, where junks and sampans are obliged to beat up against the prevailing wind in a typhoon or else enter it some hours earlier than would be necessary, had it been placed at the Western end. The value of the refuge is thus much lessened, and it is quite likely that in time to come another refuge will have to be built, entailing an enormous and needless expenditure of public money. In justice to Sir Henry May, however, it must be recalled that the hasty scheme advocated by Captain Taylor as far back as 1901 was carried out in 1912 during his term of Government, and has resulted in a great increase in the revenue of the Colony, as well as facilitating the work and usefulness of the port and furthering the convenience of shipping. But though this instance can be cited to the contrary, it is unhappily true that long series of official and personal slights to the Harbour Department from the Government of the Colony might be mentioned, many of them seriously injuring the harpoonists carrying on of its highly responsible work. It was at one time actually suggested that a Civil Service Cadet should be appointed Assistant Harbour Master, but the ludicrousness of the idea struck even the official mind as being too great, and it was dropped.

In regard to pay, the same official antagonism and differentiation has always been shown, and when it is remembered that the Harbour Master is a Magistrate, and considering the British principle of high pay for those charged with judicial duties, the comparison is instructive. It should be remembered, also, that the Harbour Department brings in more revenue than almost any other. In years gone by personal motives (not the less reprehensible) may have influenced the Government's attitude to the Harbour Master and his

## CORRESPONDENCE.

## THE RECEPTION AT GOVERNMENT HOUSE.

[To the Editor of the China Mail.]

## THE CELEBRATIONS.

## OPINIONS OF EMINENT CITIZENS.

The Hon. Mr. Lau Chai Pak speaking to a *China Mail* reporter said the celebrations were most satisfactory. Everybody, with few exceptions among the large and mixed Chinese community, took part. Mr. Lau said he had taken part in many celebrations in Asia but this was the best of all. It was not without my bad feeling and without any disorder. On the whole it was a great success.

Mr. Lau Chai Pak was of the opinion that the illuminations were not quite so good as at the Coronation when they were more general and artistic and not so centralized as on this occasion. He said that was due to the lack of electric current. During the Coronation they could have all the current they wanted.

He concluded by saying that Kowloon was splendid on this occasion whereas they did little in the Coronation celebrations.

Sir Paul Chater: It certainly was a huge success, but outside of that, I have nothing to communicate to the papers. You had better try somebody else.

M. Hirschmann, the French Consul-General, said everything was nice and much enjoyed. He said he had never seen such beautiful scenes as Hongkong presented at night on Friday and Saturday. Every pulse was due to the police for the good order kept without a big display of police force. Mr. Hirschmann expressed himself delighted with Mr. D'Arcy's speech at the cabin on Saturday. It adequately represented the feelings of the people and exactly coincided with the views of the French community. The French Consul-General also said that the French residents appreciated the invitation extended to Mr. Paul Kremer to be one of the judges of the motor cars, and the great ovation given the ex-Cabinet in the Hongkong Club on Saturday night.

Mr. D. H. Bitter, manager of the China Mail Steamship Company, said the celebrations were thoroughly satisfactory as a whole and a credit to the committee. It compared very favourably with any other place considering the lack of electric power. Mr. Bitter thought the fire-works poor and suggested they were old.

Mr. G. C. Maxon said he thought it was very good, and far and away the best of anything of its kind during the time he has been in the Colony.

A POLICE-STATION INCIDENT.

Mr. G. G. Perdue, A.S.P., was showing a number of recruits of the Chinese Police force how to blow a whistle this morning. He blew three short blasts by way of demonstration. The whole of the Indian and American force in the Central Police Station immediately turned out. The C.S.P. also came out to see what the rumpus was about. Mr. Perdue had achieved a successful demonstration.

Department, but it is surely time for this to stop, and while Saturday's incident was insignificant in itself—since Captain Taylor's war service has been fittingly acknowledged by his promotion to the rank of Captain, and in other ways, by the proper authorities—it is to be regretted that the Government of this Colony did not then honour it self by a public acknowledgment of its debt to its one head of a Department whom they could so honour, and begin a new Peace régime in which the representative of the port and shipping should have his proper place in the Councils of this Colony—since, if there were no port or shipping, no function of Government would be required, as there would be no Colony—Yours, etc.

ANOTHER WHO HAS SERVED OVERSEAS.

Hongkong, July 21, 1919.

## THE HO KOM TONG INCIDENT.

[To the Editor of the China Mail.]

Sir:—The mighty account of the celebrations of peace in your last evening paper must have been read by all with extreme delight but the part where the regrettable incident mentioned, is really disgusting on the part of that cyclist policeman. If the Hon. C.S.P. had given him the order to patrol the crowded streets in his machine, the former should take up the responsibility for the accident to Mr. Ho Kom Tong, as he knew very well that there would be dense crowds gathered. The policeman if he had actually said words of the kind as mentioned in the paragraph, would no longer be serviceable. Sincerely yours,

M. T. S.

Hongkong, July 22, 1919.

## FOUND SHOT IN BED.

## TRAGIC DEATH OF MR. J. R. BROOKE.

We much regret to record the death under tragic circumstances of Mr. J. R. Brooke, assistant superintendent in charge of the Monopolies Department's chemical factory at Teluk Branggu. Mr. Brooke was found lying on his bed yesterday evening, says the *Strait Times* of July 19, with a revolver clenched in his right hand and a bullet in his brain.

The deceased had his residence at the factory and with him lived his friend Mr. H. Carpenter, the Municipal Assessor. About six o'clock yesterday evening Mr. Brooke went into his room saying he was ill down. Later Mr. Carpenter went up and found him lying on the bed apparently asleep and decided not to disturb him. Going up again shortly before ten o'clock he found Mr. Brooke still seemingly asleep, but on touching him Mr. Carpenter was horrified to find him dead. A revolver was firmly clenched in his right hand, and he had been shot through the mouth, the bullet lodging in the brain.

Because of his book, "Yakke Swanson," he was known under that name! Capt. Nelson who was born in Sweden over sixty years ago, rose to his position from a cabin boy on a fishing vessel in the North Sea. He is survived by a widow and two sons, living in Berkeley, Cal.

## DEATH OF CAPT. NELSON.

## WELL-KNOWN PACIFIC MAIL CAPTAIN.

Capt. Andrew V. Nelson, commanding officer of the Pacific Mail liner "Columbia" which left here on May 31 for America, dropped dead of apoplexy on the gangway of the vessel just after she docked at Pier 44, San Francisco, on the morning of June 18 last.

Capt. Nelson, as commander of the transpacific fleet of the Pacific Mail S.S. Co., was one of the oldest seafarers of the Company and was highly thought of by his many friends in various parts of the East and on the American coast.

Because of his book, "Yakke Swanson," he was known under that name! Capt. Nelson who was born in Sweden over sixty years ago, rose to his position from a cabin boy on a fishing vessel in the North Sea. He is survived by a widow and two sons, living in Berkeley, Cal.

## TO-DAY'S ADVERTISEMENTS.

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending June 30, 1919, will be PAYABLE on TUESDAY August 5, on which date Dividend Warrant may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY July 30 to TUESDAY, August 5, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.  
JOHN ARNOLD,  
Acting Secretary.

Hongkong, July 22, 1919.

## PUBLIC AUCTION.

*The Undersigned have received instructions to sell by Public Auction, (for account of the Concedent),*

MONDAY,  
July 28, 1919, at 10.30 a.m.,  
at No. 2 Amoi Villas, Kimberly Road,  
Kowloon.

THE  
Valuable Household Furniture,  
therein contained.  
Comprising:—

Stained Teak Hall Cabinet; Tables, &c., Chesterfield Sofas, Arm-chair, &c., Blackwood, and Cherrywood Chairs, Tables, Cabinet, Music Seat, and Tea-boys, Silk embroidered Pictures and Engravings; Fender and Fire Brases; Green Carpet 15 x 12 with Rug (nearly new); Skinned Tea Dining Room Suite and Hockcase; Crockery, Glass and Plated Ware, Brass Bedsteads, Large & Small Wardrobes, Linen Press, Toilet Tables, Washstands, &c., Bed and Table Linen and Mosquito Curtains.

Also  
Piano by Moutte, Columbia Gasolene with Records, Milner Fire Resisting Sides, Enamelled Bath, American Ice Chest, Electric Fittings and 3 Bicycles.

(Full Particulars from Catalogue).  
On view day of sale.  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, July 22, 1919.

## TO-DAY'S NEW ADVERTISEMENTS.

THE ALEXANDRA CAFE  
(OPEN TILL MIDNIGHT.)

*Noted for:—  
THE BEST TIFFINS AND DINNERS.  
FILLET HADDOCKS.  
ICIES AND ICED DRINKS.  
CAKES AND PASTRIES.*

Dinner and Picnic Parties catered for.  
A European Cafe under European Supervision.

Tel. 909.

## G. R.

BOSTOCK'S  
ROYAL ITALIAN CIRCUS.

OWING TO LATE ARRIVAL OF BOAT  
THE ABOVE CIRCUS WILL PLAY  
ON

WEDNESDAY,  
at 5 and 9.15 p.m.

AT

MING YUEN GARDENS.

## NOTICES.

WE HAVE SEVERAL SHAPES  
IN GENTLEMEN'SWHITE CANVAS  
SHOES

WITH LEATHER & "ARMORTRED" SOLES.

"ARMORTRED" SOLES ARE FLEXIBLE—  
WATERPROOF—NON-SLIPPING AND  
VERY HARD WEARING

SHOES \$10.50—BOOTS \$11.50 per pair.

## "KEDS"

A LIGHT AND DURABLE SHOE IN WHITE CANVAS WITH WHITE CORRUGATED RUBBER SOLES FOR TENNIS AND OTHER GAMES.

ALL SIZES \$3.75 per Pair.

## LANE, CRAWFORD &amp; CO.

## NEW COLUMBIA RECORDS.

A 5980 {POOR BUTTERFLY  
(YOU AND I) ...  
A 6029 {JUST A BABY'S PRAYER  
(SOME NIGHT) ...  
A 6062 {WHILE THE INCENSE IS BURNING  
TRES BIEN. ...

## THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VŒUX ROAD. TEL 1322.

THE HERRING-HALL-MARVIN  
SAFE

STANDS UNQUELLED IN THE WORLD TO-DAY.

ALL SIZES IN STOCK—PRICES ON APPLICATION

## MUSTARD &amp; CO.

4, DES VŒUX ROAD CENTRAL. TELEPHONE 1186.

AGENTS TO FOOCHEW, AMOT, SWATOW AND CANTON:

## BRITISH AMERICAN TOBACCO CO.

For Constipation, Liver Disorders and Bilious Complaints  
Believes  
GOUT and RHUMATISM  
and prevents  
INDIGESTION.  
*AQUAPERIA.*  
BOTTLED AT  
HARROGATE SPRING, ENGLAND.  
FOR SALE AT THE COLONIAL DISPENSARY.  
14, Queen's Road, Central. Telephone No. 1877.

## BURGOYNES Pty., Ltd.

SPECIALLY SELECTED  
BURGUNDY.WINE GROWERS TO  
H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.

" 2 doz. Pints " \$21.

## SOLE AGENTS:

## GANDE, PRICE &amp; CO., LTD.,

WINE MERCHANTS,

Tel. No. 185 4, QUEEN'S ROAD, CENTRAL.

# THE CHINA MAIL.

TUESDAY JULY 23 1919.

## SHIPPING

# P. & O.-BRITISH INDIA & APOLLINE LINES

(COMPANIES incorporated in ENGLAND)

TO

STRaits & BURMA, Ceylon, India, Persian Gulf,  
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leaves Hongkong about	Due Marseilles about	Due London about
"BALWARA"	27th July	with transhipment 28th September	at Bombay 1st October
"MAGOYA"	28th August		

FOR BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leaves Hongkong about	Due Bombay about
"BALWARA"	27th July	14th August

FOR CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leaves Hongkong about	Due Calcutta 13th August.
"MAGOYA"	27th July at Noon	

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—  
MACKINNON, MACKENZIE & CO.,  
22 Des Vaux Road Central, HONGKONG.  
Agents.

## OCEAN TRANSPORT CO., LTD. (TAIKO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING CAN on through Bills of Lading to SOUTH AFRICAN PORTS  
with transhipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
& APCAR LINES.

Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,  
Batavia, Samarang and Surabaya.

FOR JAVA PORTS.  
HOKUTO MARU ..... on 27th July.  
FOR JAPAN PORTS.  
BANRI MARU ..... on 28th July.  
BORNEO MARU ..... on 28th Aug.  
HOKUTO MARU ..... on 9th Sept.  
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

## O. S. K.

### OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP ..... Monthly direct service via Singapore and Port Said.  
AMAZON MARU ..... Tuesday, 13th August.  
ALTAI MARU ..... Friday, 28th August.  
GENOA & BOMBAY { Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamers.

SUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,  
DURBAN & CAPE TOWN via SINGAPORE.  
HAWAII MARU ..... End of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
INDUS MARU ..... Friday, 25th July.  
KASASU MARU ..... Wednesday, 1st August.

RAIGON, BANGKOK, SINGAPORE—Regular monthly service.  
UNNAN MARU ..... Friday, 1st August.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.  
VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service touching at intermediate ports in Japan and  
taking cargo to OVERLAND FURNACE CO. in connection with Chicago,  
and Wabash and St. Paul Railways.

AFRICA MARU ..... Monday, 18th August.

JAPAN PORTS—ROBE  
BURMA MARU ..... Thursday, 31st July.

KELUNG, TAKAO VIA SWATOW, AMOY

These steamers have excellent accommodation for 1st and 2nd class Passengers  
Arrive and depart from the O.S.K. Wharf  
near the Harbor Office.

For TAKAO via SWATOW and AMOY.

BOSHU MARU ..... Thursday, 31st July, at 9 A.M.

For KELUNG via SWATOW and AMOY.

KAJO MARU ..... Sunday, 27th July, at 10 A.M.

For sailing dates and further particulars please apply to

Tel. No. 744 & 745.

Y. YASUDA, Manager.

No. 1, Qua-n's Building.

## KAIPING COAL

FOR ALL  
INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEENS

BUILDINGS HONGKONG, CH

KAILAN MINING ADMINISTRATION

TIENTHIN, NORTH CHINA

500 500 100

## SHIPPING

# C. N. C. CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	SHIPS
NEWCHIANG	TIENTSIN	July 23, Daylight.	
SHANGHAI	KANSU	July 24, Daylight.	
WEIHAIWEI, CHEFOO & HAIPHONG	TEAN	July 24, at 5 p.m.	
SHANGHAI	HUICHO	July 25, at 3 p.m.	
SHANGHAI & TSINGTAO	SUNNING	July 26, at 3 p.m.	
SHANGHAI	YINGCHOW	July 27, Daylight.	
SHANGHAI	SINKIANG	July 28, at Noon.	
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO.			
Saloon accommodation amidships. Electric Light and Fans. Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yankee and Northern China Ports. Passengers landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.			
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.			
For Freight or Passage apply to—			

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 28.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To S.A.
SINGAPORE & PENANG	CHUNSAMG	THURSDAY, July 24, at 3 p.m.
SHANGHAI	HANGSAMG	FRIDAY, July 25, Daylight.
MANILA	LOONGSAMG	FRIDAY, July 25, at 3 p.m.
SHANGHAI	KWONGSAMG	SUNDAY, July 27, Daylight.
YOKOHAMA & KOBE	FOOKSAMG	SUNDAY, July 27, Daylight.
STRaits & CALCUTTA	CHAESANG	TUESDAY, July 29, at 3 p.m.
YOKOHAMA & KOBE	YATSHING	TUESDAY, July 29, at 5 p.m.
MANILA	YUENSANG	FRIDAY, Aug. 1, at 3 p.m.
KOBE	KUMSANG	SATURDAY, Aug. 2, at 5 p.m.
CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang. All steamers provided via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, fitted with Electric Light and Yards, and fully qualified Engineers.		
SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai. Through Billings are afforded.		
MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation.		
HONGKONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hongkong and Macao.		
BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having adequate accommodation for passengers.		
TIENTHIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chiaotou.		
For STRaits Settlements, "A" tickets are produced on arrival at destination passports with their Photographs and description attached thereto.		
For Freight or Passage apply to—		
THE ADMIRAL LINE, JOHN J. GORMAN, GENERAL AGENT.		
Telephones 2477 & 2478.		

The GENERAL MANAGERS  
JARDINE, MATHESON & Co., Ltd.

SWATOW, AMOY & FOOCHEW  
AND RETURN.  
(Occupying 9 to 10 Days).

SHIATAN ..... Capt. A. H. Stewart ..... TUESDAY, 22nd July at 1 p.m.

QUINNEBAUG ..... Capt. Modica ..... FRIDAY, 25th July at 11 a.m.

HAIHONG ..... Capt. J. W. Evans ..... TUESDAY, 29th July at 1 p.m.

SWATOW, Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For FREIGHT and PASSAGE apply to—

## SHIPPING

# CP. OS

## SAILINGS HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Maji") Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

Empress of Asia Aug. 7 Aug. 25

Empress of Japan Aug. 8 Sept. 3

Empress of Russia Aug. 20 Sept. 10

Monteagle Aug. 9 Sept. 22

Empress of Asia Oct. 9 Nov. 1

Empress of Japan Oct. 16 Oct. 20

Empress of Russia Oct. 30 Nov. 17

Monteagle Dec. 16 Jan. 9

Empress of Asia Dec. 27 Jan. 13

Empress of Japan Dec. 25 Jan. 12

PARIS, HONGKONG to UNITED KINGDOM

EMPEROR OF RUSSIA Gold 160 Subject to change

EMPEROR OF ASIA Gold 160 without note

MONTEAGLE Gold 160

CANADA'S NEW TEAM DE LUXE  
THE TRANS-CANADA LIMITED

Vancouver to Montreal 93.0 hours

For particulars regarding passage rates and through bills of lading in Vancouver,  
see accompanying circulars of information, also connection with Canadian Pacific  
Steamship Lines and description of services.

Information concerning Canadian Pacific Politics in Canada and United States, apply to  
Mr. B. S. BURMESTER, General Agent, Passenger Dept.

General Agent, Passenger Dept.

Phone 714. 7. H. WALLACE, Phone 714. General Agent.

HONGKONG.

CANADIAN PACIFIC  
OCEAN SERVICES

## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers. Electric Light and Fans in Staterooms  
and Saloons

TUESDAY, JULY 22, 1919

## THE CHINA MAIL.

## SHIPPING

P. & O.-BRITISH INDIA  
& APOLLINE LINES

(COMPANIES incorporated in ENGLAND)  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAMRIUS, EAST AND SOUTH AFRICA, RED  
SEA, EGYPT, CYPRUS, &c.  
SAILING FOR  
MARSEILLES AND LONDON

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
NAGOYA	28th August	28th September	1st October

## BOMBAY via STRAITS &amp; COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DILWARA	27th July	14th August

Will take a limited number of passengers for Marseilles and London with transhipment at Bombay.

## CALCUTTA via STRAITS and RANGOON.

JAPAN	Leave Hongkong about	Due Calcutta 16th August
NAGOYA	27th July at Noon	

## SALE ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Bombay about
NAGOYA	27th July at Noon	

Tickets Interchangeable.  
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) by Orient Company.

Passengers may travel by E.I.S.N. Company's steamers between Singapore and Calcutta or Madras in lieu of the section of the S.S. O. Ticket Singapore to Colombo.

WIRELESS TELEGRAPHY EQUIPPED ON ALL SHIPS.

All Cabins are fitted with Electric light, fans, etc.

Steamers and sailing dates are liable to be altered without notice.

## NOTICE TO CONSIGNERS

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Missis Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Frisco Parks, Freight, Bradshaw, etc., apply to

MACKINNON, MACKENZIE &amp; CO., 22, Des Voeux Road Central, HONGKONG.

Agents.

**H. ERING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1118. 25, Wing Woo Street, Central.

**N. Y. K.**

## NIPPON YUSEN KAISHA.

SALE FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.  
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee, St. Paul Railways.SUWA MARU ..... Tuesday, 8th August, at 11 a.m.  
KASIMA MARU (calling Manila) Saturday, 23rd August, at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said &amp; Marseilles.

SADO MARU ..... Friday, 25th July, at Noon.  
KITANO MARU (calling Malacca). Friday, 1st August, at Noon.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

NIKKI MARU ..... Monday, 28th July, at 11 a.m.  
AKI MARU ..... Wednesday, 29th August, at 11 a.m.

NEW YORK &amp; HAVANA via Kobe, Yokohama, Murnorn, San Francisco, Panama &amp; Colon.

TOYAMA MARU ..... Wednesday, 23rd July.

BOMBAY &amp; COLOMBO via Singapore.

TENSING MARU ..... Thursday, 31st July.

TOTOMI MARU ..... Tuesday, 12th August.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

CALCUTTA MARU ..... Saturday, 26th July.

YOSHIO MARU ..... Sunday, 10th August.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ..... Saturday, 23rd August, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KIRIN MARU ..... Wednesday, 23rd July.

IYO MARU ..... Thursday, 7th Aug., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.)

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 203 &amp; 203.

**THE KWONG HIP LUNG CO., LTD.**

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 foot long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459. Shipyard: Shan-Sui-Po, Kowloon, Hongkong. Telephone No. 6. Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1919.

## VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shinyo Maru	Toyo Kisen Kaisha	On 12th August.
San Francisco via Shanghai, Japan &c.	Persia Maru	Toyo Kisen Kaisha	On 22nd August.
San Francisco via Shanghai, Japan &c.	Colombia	China Mail S. Co., Ltd.	On 11th Sept.
San Francisco via Shanghai, Japan &c.	Nanking	The Admiralty Line	On 14th August.
Victoria, Vancouver, Seattle & Tacoma	Western Knight	Coca & Suez Kaisha	About 15th August.
Africa Maru	Africa Maru	Canadian S. Co.	On 15th August.
Victoria, B.C. & Seattle via Shat. &c.	Suwa Maru	Empress of Asia	On 5th Aug., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Murasaki	Canadian S. Co.	On 7th August.
Kobe	Jedua, Marthson & Co., Ltd.	Toyo Kisen Kaisha	On 9th August, Dlight.
Australian Ports via Manila	Nippon Yusen Kaisha	Toyo Kisen Kaisha	On 25th August.
Australian Ports via Japan	Gibb, Livingston & Co.	The P. & O. N. Co. & A. L.	On 1st Sept.
Australian Ports	The Hawk Line, Limited	Toyo Kisen Kaisha	On 1st Sept.
New York via Panama Canal	Bintang	Java-China-Japan Lijn	On 1st Sept.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 21st Aug., at 11 a.m.
Shanghai, Kobe & Yokohama	Kirin Maru	Nippon Yusen Kaisha	On 21st Aug., at 3 p.m.
Strait & Calcutta	Chakas	Jardine, Matheson & Co., Ltd.	On 21st Aug., at 3 p.m.
Shanghai	Nagoya	P. & O. N. Co. & A. L.	On 21st Aug., at 6 p.m.
Hangung	Tean	Burroughs & Swins.	On 21st Aug., at 6 p.m.
Tean	Van Waerwijk	Java-China-Japan Lijn	On 21st Aug., at 6 p.m.
Swatow	Chipping	Jardine, Matheson & Co., Ltd.	On 21st Aug., at 6 p.m.
Amoy & Foochow	Kutio Maru	Douglas Laing & Co.	On 21st Aug., at 6 p.m.
Manila	Quincieburg	Jardine, Matheson & Co., Ltd.	On 21st Aug., at 6 p.m.
Java	Hokuto Maru	Dowell & Co., Ltd.	On 21st Aug., at 6 p.m.
Singapore, Colombo & Bombay	Dilwar	P. & O. N. Co. & A. L.	On 21st Aug., at 6 p.m.
Bombay & Colombo via Singapore	P. & O. N. Co. & A. L.	Toyo Kisen Kaisha	On 21st Aug., at 6 p.m.
London and Antwerp	Amakaze Maru	Osaka Shosen Kaisha	On 21st Aug., at 6 p.m.
London via Spier, Pang & Cbo. &c.	Sado Maru	Osaka Shosen Kaisha	On 21st Aug., at Noon.
Mauritius, Durban Bay, Durban	Kawaii Maru		End of July.

**Y. K. K.**

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU

CHEIAN MARU

KUMAKATA MARU

REGULAR SERVICE FOR  
FREIGHT BETWEEN  
HONGKONG,  
DABANGKOK  
and/or  
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Top Floor, King's Building.

Tel. No. 140 &amp; 155.

SINGAPORE RUBBER

SHARE MARKET.

MESSRS. FRASER &amp; CO'S

QUOTATIONS.

SINGAPORE, June 6.

"HE Shipsteam

"VAN WAERWYCK,"

having arrived from the above Ports.

Consignees of Cargo by her are notified

that all good are being landed at their

risk into the hazardous and/or extra

hazardous Godowns of the Hongkong

&amp; Kowloon Wharf &amp; Godown Co., Ltd.

whence and/or from the wharves deli-

very may be obtained.

Goods not cleared by the 20th inst.

will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godowns,

where they will be examined on the

21st instant at 10 A.M. by Messrs.

Goddard &amp; Douglas.

Claims against the steamer must be

presented in writing within ten days

after arrival of steamer, otherwise they

will not be recognized.

No Fire Insurance will be effected by

the underwriters in any case whatever.

Bill of Lading will be countersigned

by JAVA-CHINA-JAPAN LIJN.

Agents.

Hongkong, July 18, 1919.

## NOTICES TO CONSIGNERS

KONINKLIJKE PAKETVAART

MAATSCHAFFIJ.

NOTICE TO CONSIGNEES.

From SINGAPORE, PENANG &amp;

BELAWAN DELI.

K. HE Shipsteam

"VAN WAERWYCK,"

having arrived from the above Ports.

Consignees of Cargo by her are notified

that all good are being landed at their

TUESDAY JULY 22, 1919.

## STEALING IRON RAILINGS.

## GOVERNMENT VICTIMISED.

Large quantities of iron railings have been missing from various places lately. The Government have been spending a great deal in restoring railings especially in the vicinity of Bowen Road, where as many as 90 lengths were stripped off the roadway. Near the Wongneichong Road over 140 railings have gone during the last eighteen months.

On the night before last an Indian constable on duty near Black's Link heard sounds of hammering going on. He went up the hillside and saw a Chinese making off with the railing. This man was given six months' hard labour with four hours' stocks by Mr. G. N. Orme this morning, on the application of Inspector Kent.

## SHIPS IN HARBOUR.

List of vessels in port this morning.

**British:** — Japanese: —

Tenn	Siburia Maru
Tientsin	Tofuku Maru
Cassis	Hakushin Maru
Walsingham	Daitoku Maru
Chunshang	Nanyo Maru 2
Wasun	Ryuu Maru
Haitan	Kyo Maru
Bacon Inchape	Teyama Maru
Yatshing	Chofu Maru
Chipping	Masayoshi Maru
Luongsang	
Haiyang	
Kansu	
Prominent	
Chusan	
Changchow	
Protessilau	
Prosper	
Wollowra	
Capitum	
Chingchow	
Hong Wan I	
America	
Tuncerville	
Dutch	
Dreute	
Resistant	
Portuguese	
Suntak	
Hoipling	
Chinese: —	
Shan Shing	
Chuen On	
Wine Ho Lee	
Kam Ying Fat	
Mo Hon	
Wing Hang	
Tai Shan	
Shan Kong	
Asia	
Flying Progress.	
As the competitors for the Atlantic flight gather in number, and as schemes far passenger and traffic flying are brought forward, people are talking a little wildly of the immediate developments of flying. As a matter of fact, experts are much slower in their estimates of the progress to be made in the next few years. "Given five millions sterling said one of them the other day Stet I think we could make trade flying successful in three years." But that sum is not forthcoming, and so the advance, though sure, will be more gradual.	

## SALE OF CROWN LAND.

At the offices of the Public Works Department yesterday afternoon there was offered for letting by public auction, with a base of £5 years, a piece of Crown Land known as Kowloon Island Lot No. 1283 situated between Kowloon Island Lots Nos. 63 and 1301, Jordan Road, Kowloon. There were about half-a-dozen Chinese bidders present and starting with the upset price of \$19,280 the sale proceeded by bids of \$20 to \$19,360 when the property was knocked down to Mr. Chan Sin Po.

## O.B.E. FOR CENSOR, AS WELL AS R.I.P.

Major L. Cassel, who has been D.A.A. and Q.M.C. and General Staff Officer here for the past few years, has received showers of congratulations on his services being recognised by the award of the O.B.E. (Military Division). Major Cassel has also been Deputy Chief Censor. He relinquished the appointment of G.S.O. on the arrival of Lieut-Colonel Cross. Major Cassel's award was in the Birthday Honours.

## STABBING.

A Chinese gentleman of 53, residing at 76 Nujah Lane, was sent to the Government Civil Hospital suffering from stab wounds made in his neck by two persons unknown, whilst he was asleep. The injured man had engaged some coolies. These had a grievance and are supposed to have done this in revenge.

## ANOTHER VICTIM.

In connection with the poisoning incident reported in yesterday's issue of the *China Mail*, in which five men were taken ill and transferred to hospital after finishing their meal, another of them died in hospital today.

## MR. SILVA-NETTO IN COURT.

Mr. A. F. B. Silva-Netto, summoned for failing to cancel a receipt stamp, was fined \$5 by Magistrate Lindsell this morning.

## A TARDY HONOUR.

Major General F. Ventris has been awarded the C.B. in the recent Birthday Honours. His first honour during a lengthy period of service going back 44 years.

## NEWS FROM HOME

## LONDON'S TRIBUTE TO EDITH CAVELL.

[From Our Own Correspondent.]

LONDON, May 16.

Yesterday's processions and funeral services in honour of Nurse Cavell were easily the most impressive demonstrations of national feeling that we have witnessed in the past few years. The very simplicity of the cortège itself added to the effect.

But the one thing that gripped the spectator was the miles on miles

and the motor cars in Paccadilly

are again so thick that the traffic is often held up.

The race parties seem to be

greater than ever, and the theatres

and restaurants are crowded to the

limbs.

The quietest people are the old nobility, for the rioters in expenditure are the profiteers of munitions and foodstuffs during the war. They have waxed fat, and now they are showing off.

But the face of the country is changing. The great estates are changing hands at fancy prices.

The appearance of wealth is largely misleading. Professional people, and even landed people, have suffered much. London and other cities are full of officers who have been given gratuities on completing their service, and of unemployed

who are living on the government dole, but that is all—save the solemn music of the bands

playing the Dead March at certain

points and the pipes playing "The

Flowers of the Forest" at Liverpool

Street. Never has daughter of Albion been more proudly received in her home land, and never has mortal body been more reverently laid to rest than this simple nurse from Norfolk, whose record is now regarded as a benison in the city of Norwich beneath the shade of whose ancient cathedral she lies at peace.

In a way, the whole proceedings from Brussels to Norwich have symbolised the ruin of the German conception of militaristic might over night. They violated Belgium and thought to rule by murdering saintly women like this nurse. To-day their navy has suddenly surrendered rather than fight, their army has vanished even in the eleventh hour of the struggle, their monarchs are deposed and disruption is at work in all their vital parts. In contrast, the gentle woman they skew trivels in honour from capital to capital, with kings and queens and two entire nations grouped to see her pass.

FLYING PROGRESS.

As the competitors for the Atlantic flight gather in number, and as schemes far passenger and traffic flying are brought forward, people are talking a little wildly of the immediate developments of flying. As a matter of fact, experts are much slower in their estimates of the progress to be made in the next few years. "Given five millions sterling said one of them the other day Stet I think we could make trade flying successful in three years." But that sum is not forthcoming, and so the advance, though sure, will be more gradual.

The number of air mishaps of late have made a big impression on the public mind and many are wondering why there were not so many during the war." The answer is, of course, that there were just as many, but the censorship kept them dark. Now officialdom is not showing a very sympathetic attitude to the effective parachutes that have been devised for use in case of accidents to aeroplanes or airships. The explanation seems to be that people are apt to be unduly alarmed if they have to put the harness on before they get aboard an aeroplane, and besides that there is the difficulty of added weight to be considered. The last is really the more decisive argument. The first is dissipated to a large extent by reference to the fact that all steamships carry lifebelts, yet people travel readily enough on them.

Newspaper managers are watching with great interest the experiments which a group of London newspapers is making in delivering editions by air to seaside and provincial centres.

It has so far proved a good advertisement and an effective "stunt," but from the mere point of view of delivery times, the rivals of the group are tolerably content. The train, for example, can deliver an edition of its evening paper at a south coast town before the same edition can be distributed when carried by aeroplane.

His criticism of Lord Kitchener's interference in connection with the aeroplane goes a little faster, but there is such delay at both ends—loading the papers at the aero-drome to which they have to be mottored from the office, and then collecting them at some distance from the centre of the destination town—that any advantage is lost.

The ideal use for the aeroplane, at present, seems to be in the delivery of urgent messages, passengers or goods at places remote from rail routes, as for example in the back blocks of Australia or the interior of China.

But as it is an expensive business the results are not numerous in that direction. For quick connection between Paris and London, or similar journeys where business or other reasons make the expense worth while, the aeroplane, of course, does show immediate advantages in the saving of time. Cabinet Ministers and others are flying to and from Paris every day.

LONDON HERSELF AGAIN.

The sudden revival of London is one of the remarkable things of this month. We are enjoying a sudden burst of quite summer weather, so that all outdoor attractions are at their best. The parks and resorts of the river are crowded with men and women in all the glad rags of a festive time. Young men again abound, and their return to "civics" has been celebrated by a demand for colour in their garments that is sometimes dazzling. The women are not behind, and an hour ago I saw a young

woman reclining in a smart motor car, garbed in electric blue from crown to heel, and in order that none should miss the full spectacle as she passed down Bond Street, she had her feet lifted into the straps attached to the top of the door, the better to display the blue silk hose and blue shoes.

Crowds of fashionables are passing in and out of the Royal Academy, and the motor cars in Paccadilly are again so thick that the traffic is often held up. The race parties seem to be greater than ever, and the theatres and restaurants are crowded to the

limbs.

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abound, and their return to "civics" has been celebrated by a demand for colour in their garments that is sometimes dazzling. The women are not behind, and an hour ago I saw a young

## CONSCRIBING "INTELLECT."

## MRS. BELCHER'S ADMISSION

## JUDGE REFUSES TO GIVE HER A DIVORCE.

In the Divorce Div. before Mr. Justice Coleridge recently.

"This is one of the saddest cases

in the whole of my career at the Bar," declared Mr. Priestley, K.C., when imploring the court to exercise

discretion in favour of Mrs. Gladys Belcher. She sought to divorce her

husband, Lionel Herbert Belcher, the

kinema actor and one of the chief

witnesses in the Billie Carleton

cocaine case. There was no denial

to the charges of cruelty and miscon-

duct, but Mrs. Belcher admitted mis-

conduct herself and asked the court

to exercise discretion in her favour.

Counsel: "For petitioner, Mr. Priestley, K.C., and Mr. W. O. Willis.

Belcher, said Mr. Priestley, seduced

his wife when she was only 18

years old. They both acted, and in

August 1915 were married at the

Richmond Registry Office. She was

then only 18. Her husband treated

her with great cruelty, which was

perhaps accounted for by the fact

that Belcher was addicted to drugs.

Once at her mother's house he

attempted to throw a vase at her.

On another occasion, when he saw

the signatures of some coloured men

in his wife's autograph album, he

got into a violent temper, caught

TUESDAY, JULY 22, 1919.

# THE CHINA MAIL.

## SCOTTISH LETTER.

(Continued from Page 6.)  
ed with the larger portion to the south by a very narrow isthmus, a quarter of a mile broad, near which is the village of Tertort. Included in the purchases are a large number of smaller islands, one of which is the distant and lonely St. Kilda. The chief industries are the gridding of sheep and cattle, and sea fishing. The Harris tweed takes its name from this island.

The town is badly congested, and the streets are poor than any other part of the Long Island. The public health officials declare that it is hopeless to do anything with the "black houses," and there are apparently some over 70 per cent. of the whole.

### PROFESSOR SAYCE.

After being absent from this country for the greater part of the war, Professor Sayce has returned to Edinburgh, looking fit and well. The veteran Assyriologist has been with his brother in California, afterwards going to Japan, and he spent last winter in Egypt. He was greatly disappointed at not being able to visit Mesopotamia; he had made all the necessary arrangements before the war broke out, and was just on the point of leaving for Babylon when Germany invaded Belgium.

### QUEEN VICTORIA AND BEHMANN.

There is no record on record to show that Queen Victoria's influence on foreign policy was ever so strong a half of Prussia and the German Empire. The legend is incomplete that there is not the same influence on the opinion of Professor Hirth, Historian of the Royal School of Scotland. It would be true to say that influence was exerted on behalf of France. Her personal intervention smoothed the path both of Leopold I and Napoleon III in their difficult mission of foreign affairs, and she was well and contented with the results. She interested herself in 1870, and five years later, in 1875, with the approval of the Prime Minister, the famous step of closing personally the embassy in Paris to prevent a French attack on France, and according to the German Emperor, her last and opinion of German policy. Her attitude to those forces in Germany to be fought, the dominance of which has brought about the Great War, was always bitterly hostile. In earlier years the German relatives of her mother and her husband were the opponents whom Bismarck used to describe as "the living gang." The memory of her old daughter-in-law, the Queen of Prussia, naturally led the Duke of Devonshire, who's opponent in her earlier letters, into a deeply-revealed the development of Prussian policy. Fifteen years after her daughter's marriage she wrote thus about the conduct of Prussia after the British war: "Her Majesty thinks that Prussia should at least be made aware what she and her Government, and every honest man in Europe, the friends of the gross and unfeeling violation of every assistance and pledge that she has given which Britain has been guilty of." This letter, published in the life of Lord Gladstone, expresses an attitude which the Queen invariably adopted towards Bismarck and everything which for which Bismarck stood. And the first Chancellor of the German Empire was the declared enemy of the Crown Princess, whose life he succeeded in making miserable; his policy was notoriously opposed to that which the Crown Prince would have followed if his life had been preserved.

### A RETICENT CAVALRYMAN.

As usual the Assemblies are furnishing a good crop of stories. At the U.P.'s the Rev. W. R. Peterson, Kincora Camp, the Front, told of a cavalryman who was shot through the lungs and whose horse was killed under him. When the man recovered consciousness he found a black horse standing beside him. He managed to mount it and ride to the nearest dressing station. When very ill in hospital he was asked if he would like his mother to be written to. He was delighted, and when asked what he wished to be said, replied, "Tell her to send me out some cigarettes."

## HONGKONG STOCK EXCHANGE.

HONGKONG, 22nd JULY, 1919.  
OFFICIAL QUOTATIONS.

11 A.M.

### BANKS.

Hongkong Banks, ... 705 b.  
Marine Insurance, ... 435 b.  
Canton Ins., ... 435 b.  
North China Ins., ... 200 b.  
Union Ins., ... 200 b.  
Yangtze Ins., ... 350 b.  
Far Eastern, ... 23 b.

### FIRE INSURANCES.

China Fire Ins., ... 133 b.  
Hongkong Fire Ins., ... 340 b.  
Shipping, ... 363 b.  
Donglases, ... 363 b.  
H.R. Steamboats, ... 335 b.  
Indo-China (Prist), ... 335 b.  
Do. (Def), ... 160 b.  
Shell Transports 210 b.  
Star Ferries, ... 333 b.  
Reinsurance, ...

China Sugars, ... 183 b.  
Malabar Sugars, ... 42 b.  
Mining,

Kalian Mining Adm., ... 80 b.  
Langkawi, ... 23 b.  
Shanghai Loans, ... 10 b.  
Shai Explorations, ... 10 b.  
Raubs, ... 10 b.  
Tinchi Min., ... 44 b.  
Ural Carpets, ... 52 b.  
Docks, Wharfs, Godowns, etc.

H. & E. Wharf, ... 163 b.  
H. & W. Docks, ... 163 b.  
Shai Docks, ... 140 b.  
New Engineering, ... 128 b.

Lands, Hotels & Businesses,

Central Estates, ... 113 b.  
Hongkong Hotels, ... 124 b.  
Hongkong Lands, ... 123 b.  
Hongkong Pines, ... 93 b.  
Kowloon Lands, ... 46 b.  
Land Reclamation, ... 175 b.  
West Points, ... 94 b.

Cotton Mills,

Two Cottons, ... 305 b.

King Yik, ... 733 b.

Long Sun Mows, ... 207 b.

Orientals, ... 112 b.

Shanghai Cottons, ... 215 b.

Yangtzeopole, ... 15 b.

MISCELLANEOUS.

Cements, ... 82 b.

China-Borneo, ... 83 b.

China-Providents, ... 83 b.

Dairy Farms, ... 128 b.

H.K. Electric, ... 75 b.

Hongkong Ropeds, ... 36 b.

H.K. Tramways, ... 47 b.

do. (New), ... 80 b.

Steam Laundries, ... 83 b.

H.K. Steel Foundry, ... 128 b.

Water-boats, ... 134 b.

Watsons, ... 335 b.

Rebels, ... 12 b.

Widemanns, ... 259 b.

## TEETHING-TIME NEED NOT MEAN TEARS.

When baby's teeth are coming through it is a time of worry to many mothers. The little one's gums are swollen and tender; he is cross; does not sleep well; is troubled with constipation, colic or diarrhea, and sometimes even convulsions seize him.

During this period nothing can equal the use of Baby's Own Tablets. They regulate the bowels and stomach, and make the teething easier that the mother surely realizes baby is getting his teeth.

These Tablets are equally healthful and beneficial to the youngest infant and the child of eight or more, curing constipation, indigestion, diarrhea, simple fever and expelling worms.

Baby's Own Tablets are to be had from chemists also post free at 50 cents the vial from Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

## DEAFNESS

**AND NOTES IN THE HEAR.**  
Some of apparently "hopeless" cases have been completely cured by the use of Dr. Orlene's "NOTHING EQUALS THIS SIMPLE REMEDY." Price 9¢ per Box. Bullock's F.

**ORLONE'S CO.**, Station Rd. Croydon, Eng.

Any good druggist can obtain this remedy to your order, or it can be obtained direct from us upon receipt of cost.

**MEE CHEUNG**  
PHOTOGRAPHER  
Ice House Street.

Photo of  
Peace Celebration  
Day & Night  
Decoration.

Branch Opposite City Hall.

## BANKS.

### ASIA BANKING CORPORATION

HONGKONG.

Head Office—New York City

OTHER BRANCH OFFICES  
Shanghai-Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and especially solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME OF our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Local Currency, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in any part of the World.

Travelers Checks and Credits.

## EXCHANGE.

Hongkong, July 22, 1919.

On London—

Bank, Wire, ... 36 b.

" On demand, ... 36 b.

" 30 days' sight, ... 37 b.

" 4 months' sight, ... 37 b.

Credits, 4 months' sight, ... 38 b.

Documentary, 4 months' sight, 38 b.

On Paris—

On demand, ... 630 b.

Credits, 4 months' sight, ... 647 b.

In New York—

On demand, ... 79 b.

Credits, 60 days' sight, ... 81 b.

On Bombay—

Wire, ... nom.

On demand, ... nom.

On Calcutta—

Wire, ... nom.

On demand, ... nom.

On Macao, ... 94 b.

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H.K. Tramways, ... 47 b.

Peak Tramways (Old), ... 47 b.

do. (New), ... 80 b.

Steam Laundry, ... 83 b.

H.K. Steel Foundry, ... 128 b.

Water-boats, ... 134 b.

Watsons, ... 335 b.

Rebels, ... 12 b.

Widemanns, ... 259 b.

BRANCHES AND SUB-BRANCHES:

PEKING: Haibei, Tungchow, Nanking.

NORTH: Miyun, Chobsien, Pehien.

Ninghsia: Hsiaochia, Chiahsien.

CHIHLI: Chiahsien, Tsinling, Tsinling.

CHINA: Chiahsien, Tsinling, Tsinling.

SZEKCHUAN: Tsinling, Tsinling.

SHANGHAI: Tsinling, Tsinling.

TAIWAN: Tsinling, Tsinling.

MANCHURIA: Tsinling, Tsinling.

CHINCHING: Tsinling, Tsinling.

</

## SHIPS DUE TO ARRIVE.

## FROM EUROPE.

The s.s. HECTOR, due here July 26 and leaves for Shanghai and Hankow July 27.  
The s.s. HYUN, due here July 30 and leaves for Japan July 31.  
The s.s. ANTILLOCHUS, due here August 8 and leaves for Shanghai and Japan August 9.  
The s.s. AGAPEONE, due here August 8 and leaves for Japan Aug. 9.  
The s.s. TYNDEAREUS, due here August 8 and leaves for Shanghai, Taku and Manila August 9.  
The s.s. PYRRHEUS, due here July 24 and leaves for Shanghai and Japan Aug. 25.  
The s.s. ORESTES, due here August 15 and leaves for Shanghai August 18.  
The s.s. YO MARU, left London June 21 and is due here via Suez Aug. 8.  
The s.s. ATWTA MARU, leaves London July 13 and is due here via Suez Aug. 19.  
The s.s. SHIDZUOKA MARU, leaves London July 23 and is due here via Suez September 2.  
The s.s. KAGA MARU, leaves London Aug. 8 and is due here via Suez September 1.  
The s.s. YOKOHAMA MARU, leaves London Aug. 20 and is due here via Suez Sept. 2.  
The s.s. YAMAKO, due here August 12 and leaves for Japan August 14.  
The s.s. TIRAMON, due here August 14 and leaves for Shanghai and Hankow August 15.

The s.s. TITAN, due here August 25 and leaves for Shanghai and Japan August 26.  
The s.s. KEMMON, due here August 26 and leaves for Shanghai and Japan August 27.

The s.s. INION, due here September 4 and leaves for Shanghai and Taku September 5.

The s.s. ANTHONY LINCOLN, leaves Marseilles July 25 and is due here via usual ports July 22.

## FROM SHANGHAI.

The s.s. HELENUS, leaves Shanghai July 20 and is due here about August 1.  
The s.s. DILWARA, leaves Shanghai July 22 and is due here July 25.  
The s.s. AGATANON, leaves Shanghai August 20 and is due here on or about August 21.

## FROM JAPAN.

The s.s. SIBERIA MARU, left Yokohama July 8 and is due here July 22.  
The s.s. NAGOYA, leaves Yokohama August 8 and is due here August 20.

The s.s. ANTO MARU, due here from Moji August 31 and leaves for South America September 10.

The s.s. SEIYO MARU, due here from Moji October 24 and leaves for South America November 4.

The s.s. HOKUTO MARU, due here from Kobe and Moji July 27 and leaves for Java port July 29.

The s.s. NELEUS, leaves Yokohama July 19 and is due here August 5.  
The s.s. AGAMENNON, leaves Yokohama July 12 and is due here July 24.

The s.s. DECALION, leaves Yokohama July 19 and is due here about August 25.

The s.s. SAO MARU, leaves Yokohama July 11 and is due here July 25.  
The s.s. KITANO MARU, leaves Yokohama July 25 and is due here Aug. 9.

The s.s. INABA MARU, leaves Yokohama August 8 and is due here Aug. 23.

The s.s. KAMU MARU, leaves Yokohama August 23 and is due here Sept. 6.  
The s.s. IYO MARU, leaves Yokohama Sept. 5 and is due here Sept. 20.

The s.s. ATSUTA MARU, leaves Yokohama Sept. 10 and is due here October 4.

The s.s. SHIDZUOKA MARU, leaves Yokohama October 3 and is due here October 18.

The s.s. KAGA MARU, leaves Yokohama October 15 and is due here Nov. 1.

The s.s. YOKOHAMA MARU, leaves Yokohama October 31 and is due here November 15.

The s.s. TAMBIA MARU, leaves Yokohama Nov. 14 and is due here via Kobe, Nagoya and Shanghai Nov. 29.

The s.s. TEIRENIA, leaves Yokohama August 3 and is due here August 19.

The s.s. PYRRHEUS, leaves Yokohama August 18 and is due here September 2.

The s.s. ATREUS, leaves Yokohama August 22 and is due here August 15.

The s.s. ORESTES, due here from Japan Ports and Shanghai September 9 and is due here via Europe September 10.

The s.s. ANTILLOCHUS, leaves Yokohama August 19 and is due here September 18.

The s.s. ARRATOON APGAR, leaves Kobe August 19 and is due here via Moji August 25 en route for Calcutta via Singapore, Penang and Rangoon.

## FROM JAVA.

The s.s. BANRI MARU, due here from Java ports July 26 and leaves for Japan ports July 27.

The s.s. TORNEO MARU, due here from Java ports August 25 and leaves for Japan ports Aug. 26.

The s.s. HI-KUTO MARU, due here from Java ports September 5 and leaves for Japan ports September 12.

## FROM MANILA.

The s.s. TYNDAREUS, leaves Manila July 26 and is due here July 29 and leaves for China, Hongkong and Seattle August 14.

The s.s. SIBERIA MARU, due here July 22 and leaves for San Francisco July 23.

The s.s. CYCLOPS, leaves Manila Sept. 22 and is due here Sept. 24.

## FROM CALCUTTA.

The s.s. ARRATOON APGAR, leaves Calcutta Aug. 7 and is due here via Bangkok, Penang and Rangoon Aug. 1.

## FROM AUSTRALIA.

The s.s. ST. ALBANS, left Sydney July 9 and is due here via Qing Island Port, Sankt Pauli, Hamburg July 30.  
The s.s. TECNO MARU, leaves Melton on July 2, and is due here via Sydney, Brisbane, Townsville, Thursday Island, Cairns and Manila Aug. 2.  
The s.s. NKK MARU, leaves Melbourne Aug. 22 and is due here via usual ports Sept. 19.

## FROM AMERICA.

The s.s. TYNDAREUS, left Seattle June 18, due here July 25 via Japan, Vladivostok and Manila.  
The s.s. CYCLOPS, left Seattle July 9, due here August 9 via Japan, Vladivostok and Manila.  
The s.s. NANKING, leaves San Francisco July 17 and is due here via Honolulu, Japan ports and Shanghai and Manilla August 8.  
The s.s. COLOMBIA, leaves San Francisco June 28 and is due here via Honolulu, Japan ports, Shanghai and Manilla September 5.  
The s.s. VENEZUELA, leaves San Francisco July 26 and is due here via Honolulu, Japan ports, Shanghai and Manilla August 8.  
The s.s. SIBERIA MARU, left San Francisco June 19 and is due here via Honolulu, Japan and Manilla July 25.  
The s.s. SHUNTO MARU, left San Francisco June 30 and is due here via Honolulu, Japan and Shanghai July 25.  
The s.s. FERIA MARU, leaves San Francisco July 1, and is due here via Honolulu and Manilla July 18.  
The s.s. KOREA MARU, leaves San Francisco July 30 and is due here via Honolulu and Manilla Sept. 1.  
The s.s. SUWA MARU, left Seattle June 19 and is due here via Japan, Shanghai and Manilla July 24.  
The s.s. KASHIMA MARU, leaves Seattle July 12 and is due here via Japan, Shanghai and Manilla Aug. 11.  
The s.s. FUSHIMA MARU, leaves Seattle August 5 and is due here via Japan, Shanghai and Manilla Sept. 8.  
The s.s. MONTRAGE, leaves Vancouver July 9, and is due here via Japan and Shanghai August 4.

## MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. Kirin Maru (Bombay Line) left Singapore for this port on the 17th July, and is expected here on the 23rd July.

The N.Y.K. s.s. Calcutta Maru (Calcutta Line) left Kobe for this port via Muji on the 17th July, and is expected here on the 24th July.

The N.Y.K. s.s. Soho Maru (European Line) left Shanghai for this port on the 21st July, and is expected here on the 24th July.

The P. & O. B.I. & A.L. s.s. Japan left Moji for this port on the 16th instant, and is due here on the 21st instant.

The P. & O. B.I. & A.L. s.s. Nagoya Maru left Bombay for this port on the 3rd instant, and is due here on the 26th instant.

The T.K.K. s.s. Shioyo Maru sailed from Yokohama July 21 and is due at Hongkong July 30.

## Latest Advice.

The Siam Steam Navigation Company's Steamer *Nagoya* is expected to leave for Bangkok during this week and will take passengers.

The C.P.O.S. Co's R.M.S. Empress of Asia arrived at Nagasaki on July 14, and is due here on or about July 31.

The C.P.O.S. Co's R.M.S. Empress of Asia arrived at Nagasaki on July 14, and is due here on July 17.

The C.P.O.S. Co's R.M.S. Montego left Victoria for Hongkong, via Japan ports and Shanghai on the 9th July and is due here on or about 4th August.

The T.K.K. s.s. Nippon Maru arrived at Yokohama July 14 and sails July 16 for Honolulu and San Francisco.

The C.P.O.S. Co's R.M.S. Empress of Asia arrived at Nagoya on July 4, and is due here on or about July 31.

The E. & A. s.s. St. Albans, left Sydney for this port (via Queensland Ports, Sandakan and Manilla) on 8th July and may be expected to arrive here on or about 31st July.

The T.K.K. s.s. Koto Maru arrived at Yokohama July 5 and sails July 8, and is due here on or about 4th August.

The C.P.O.S. Co's R.M.S. Empress of Asia arrived at Yokohama, left on July 14, and is due here on July 21.

The N.Y.K. s.s. Iyo Maru (European Line) left London for this port via Suez Canal on the 27th June, and is expected here on the 6th August.

The T.K.K. s.s. Persia Maru arrived at Yokohama June 28 and sails July 27, as per schedule, for Honolulu and San Francisco.

## PASSENGERS ARRIVED.

Per s.s. Siberia Maru, for Hongkong from San Francisco, Mr. H. A. Astred, Mr. H. Arneemann, Mr. M. B. Asbjorn, Mr. J. M. Brady, Mr. and Mrs. C. B. Bush, Mr. E. Berger, Mr. and Mrs. M. H. Caron and infant, Mr. N. E. Crisby, Mr. and Mrs. D. Capidino, Mr. F. U. Chico, Rev. J. V. Coltrito, Rev. A. O. Diaz, Mr. B. Davis, Mr. F. Epstein, Mr. J. H. Green, Mr. J. M. Grief, Mr. A. H. Hoberg, Capt. J. M. Lopez, Dr. C. M. Lester, Mr. and Mrs. E. N. Lyon, Mr. and Mrs. F. Lowry, Mr. and Mrs. A. H. Marks, Mr. and Mrs. E. A. Mertz, Mr. and Mrs. M. Marston, Mr. E. De Mestral, Mr. M. Parmentier, Mr. S. P. Reid, Mr. V. Quiggin, Mr. D. Kuberton, Mr. J. Russell, Mr. J. E. Russell, Mr. P. del Rosario, Jr., Mr. J. T. Russell, Mr. H. A. Salomon, Mr. C. F. Stanley, Mr. M. Tinio, Rev. F. Toledo, Miss A. M. Weber, and Mr. C. A. Zulcuk.

## ARRIVALS.

July 12.  
WING HOI LEE, 396 tons, from K.C. Wan, Capt. Sowden, Showman, Wharf.

TAESANG, Brit. 970 tons, from Haiphong and Hoihow, Capt. Picknel, J. M. & Co. Ltd.

TEAN, Brit. 1,251 tons, from Hangchow, Capt. A. J. Reut, B. & S., C.S.

## CLEARANCES.

July 22.  
SONGMA, French, 6 a.m., for H. Ihu, via Hoihow, Lapouge & Co.

HE NG HING, Brit. 100 tons, for Tie Tsui, via Wai-hai-wei and the Shantou.

OUBRANG, Brit. 8 a.m., for Changshu via Swatow, J. A. Co.

QUINKHA, Brit. 7 p.m., for Quinkiang, via Ching-tung, Lung-chou, via H.A.TAN, Brit. 10 p.m., for Foochow via Swatow, D. L. & Co.

## NOTICES FOR ADVERTISEMENT.

## POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No official letter addressed to Abdan, Ahwas or Mohammorah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcels services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Udine, Vicenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Frithrea, French Somal Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 p.m. on the previous evening.

## INWARD MAIL.

WEDNESDAY, July 23.  
Japan—Per JAPAN.

Straits—Per KIRIN MARU.

THURSDAY, July 24.  
Japan—Per SADO MARU.

Per CALCUTTA MARU.

Straits etc., and Mail from London—Per PYRRHEUS.

SATURDAY, July 26.  
Singapore—Per NAGOYA.

Bombay—Per SODEGUARA MARU.

## OUTWARD MAIL.

WEDNESDAY, July 23.  
Haiphong—Per HANOI, 1 p.m.

Hoihow—Per CHUEN ON, 5 p.m.

THURSDAY, July 24.  
Straits and Bangkok—Per CHUNSHANG,

3 p.m.;  
Shanghai and North China—Per TEAN, 4 p.m.

Swatow—Per CORNELIA, 6 p.m.

Hoihow—Per KAIFONG, 6 p.m.

FRIDAY, July 25.  
Swatow, Amoy and Foochow—Per QUINNERTAFG, 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanbad-kodi, Egypt and EUROPE via SUEZ—Per SADO MARU.

Registration 9:45 a.m. Letters 10:30 a.m.

Weihaiwei, Chefoo, and Tientsin—Per HUICHOW, 1 p.m.

SATURDAY, July 26.  
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanbad-kodi, Egypt and EUROPE via SUEZ—Per AGAMEMNON.

Registration 9:45 a.m. Letters 10:30 a.m.

The Parcel Mail will be closed on Friday, July 25, at 5 p.m.

Shanghai and North China—Per SUNNING